

Want Ads.,
Agriculture,
Commerce.

THE DISPATCH FOUNDED 1850.
THE TIMES FOUNDED 1855.

THE DOCTRINE OF HOG AND HOMINY

How It Applies to All
of the Southland—to
Virginia Especially.

DOCTRINE THAT GROWS IN FAVOR

Preached for Years by The Times-
Dispatch—Now Becoming
Popular With All Classes.
The South, and Virginia in
Particular, the Cattle
and Meat Centre.

BY FRANK S. WOODSON.
The Industrial Section has for a long time been preaching what is popularly known as the "hog and hominy doctrine." It has been preaching it ever since the Industrial Section became the factor it is in Southern and Virginia agricultural and industrial development, and it will continue to preach it to the end.

What is the "hog and hominy doctrine?" It simply teaches that it is the part of wisdom for Southern and Virginia folks to raise everything needed to eat and to wear that is possible to be raised from Virginia soil or upon the things that grow out of that soil and raise them right at home, so as not to have to buy them at the grocery store when needed for home consumption. If every farmer in Virginia would heed this doctrine and act wisely upon it, he would at least be independent, for if the so-called money crops, such as tobacco, peanuts, cotton, etc., should for any reason—drought, unfavorable seasons or other causes—fail, which conditions rarely ever show up in this glorious climate, and the farmer should fall down on his so-called "money crop," he would have enough at home to eat and to keep him and his family in good trim for another crop trial the next year.

The *Stork of Life*.

"Hog and hominy" involve and encompass two products—bread and meat—and on these "hang all the law and the prophets," or, rather, all of the other products that are desirable. First, raise enough grain, whether it be corn, or hominy, or wheat or what not, to make enough bread and to feed the hogs and the cattle upon the hays, and all other things will be added unto you. The cows to give the milk and make the butter and the cheese, the sheep to make the spring lamb and the mutton, the hogs to make the ham and the "middlings," the chickens to fry and to stew and to roast, the cattle to make the steaks, and the vegetables and the fruits to fit in will follow in their train. They are bound to do it, and they will come so bountifully that the grower and producer of the same will not only be independent of the alleged meat trusts and grain combines, but will himself have some of these things to sell to his more unfortunate city cousins and friends. Then if there is any good land and vital energy left, go right in for the "money crops," and the more of them the better.

Become a Popular Doctrine.

That is the "hog and hominy doctrine" in its entirety, a doctrine that has been so persistently preached by the Industrial Section as to attract the attention of the farmers of Virginia and the self-appointed advisers of the same. If I mistake not, the State officials, from the Governor down, have caught on to the orthodoxy of this doctrine, and they are preaching it and banking money on it just now more than they are on politics, and we will see the results.

And now comes the information that the officials of the great railway lines that traverse the South—lines that are getting more and more dependent every day upon the agricultural and industrial development of the country they traverse—are getting more and more interested in the "hog and hominy doctrine," and they are preaching it. The time was when these roads looked only after what was called their "through business." Times have changed, and now the roads in order to make dividends must depend more upon local business, and as a strictly business proposition they are trying to enlarge and increase in various ways that local business. They see their salvation, or, at least, a good part of it, in the "hog and hominy doctrine." And that is a good sign of the times.

Looking to Other Things.

It may be observed right here that when this doctrine is acted upon the Southern and Virginia folks are necessarily in better position to develop new industries and otherwise make more freight for the railroads. No wonder the railway officials are encouraging the doctrine that has so long been preached by the Industrial Section of The Times-Dispatch.

To one of these officials, W. W. Finley, president of the Southern Railway, who seems to have waked up to the situation, I am indebted for some interesting statistics bearing on the subject, and these facts and figures I will use freely, without further credit. He shows that the consumption of meat products in the United States is constantly increasing, and there is a steady demand for American meats in foreign markets. Statistics of the number of animals on farms and ranges on the 1st of January each year, published by the United States Agricultural Department, show that in recent years there is a reduction in the United States instead of keeping pace with the increased demand has decreased.

The maximum number of cattle, other than milch cows, reported by the department was 51,566,000 in January, 1907. On January 1, 1910, the latest year for which figures have been published, the number was 47,279,000, a decrease of 4,287,000, or 8.3 per cent. in three years. The maximum number of hogs reported was 56,932,000 on January 1, 1901. On January 1, 1910, the number was 47,732,000, a decrease of 9,200,000, or 16.2 per cent. The maximum number of sheep reported was 63,955,000 on January 1, 1903. On January 1, 1910, the number was 57,216,000, a decrease of 6,739,000, or 10.5 per cent. in seven years.

Chatham Tobacco Market.

Chatham, Va., May 28.—The closing of the tobacco warehouses on Friday last marked the closing of the most successful year of the tobacco market since its beginning three years ago. During the season of 1909 and 1910 the quantity sold was 3,511,672 pounds; for the season of 1910 and 1911, 4,254,688 pounds, a gain of 742,016 pounds over the last season. A plan is now under way to establish a steam drying plant here, and the promoters are very much encouraged with the outlook. The warehouses will be in charge of the same firms next season, and they hope to make the increase greater for that season than the one just closed over that of one year ago. Most of the buyers have left for the South markets, and will return to this place in October.

Castalia Wants a Railroad.

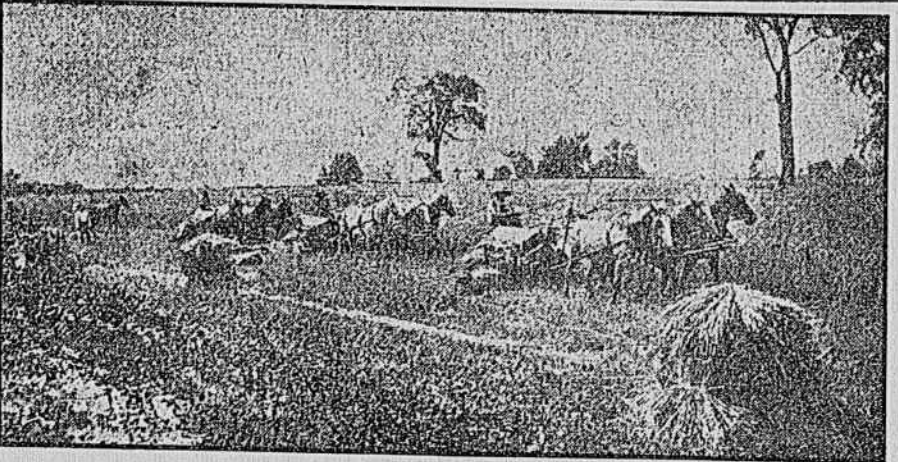
Castalia, Va., May 28.—The closing of bonds to aid the construction of a railroad, possibly to Rocky Mount, N. C., on the Atlantic Coast Line, twenty-one miles, although it may be constructed to some nearer point upon the same system—for instance, Spring Hope, twelve miles; Nashville, ten miles; or Dumfries, eight miles, on the Shenandoah River Line, is seventeen miles from Castalia, and it is said that some are considering the possibility of building to that place, which is in a direction opposite to Rocky Mount. Right of way is to be given in addition to the bonds, it is said.

(Continued on Last Page.)

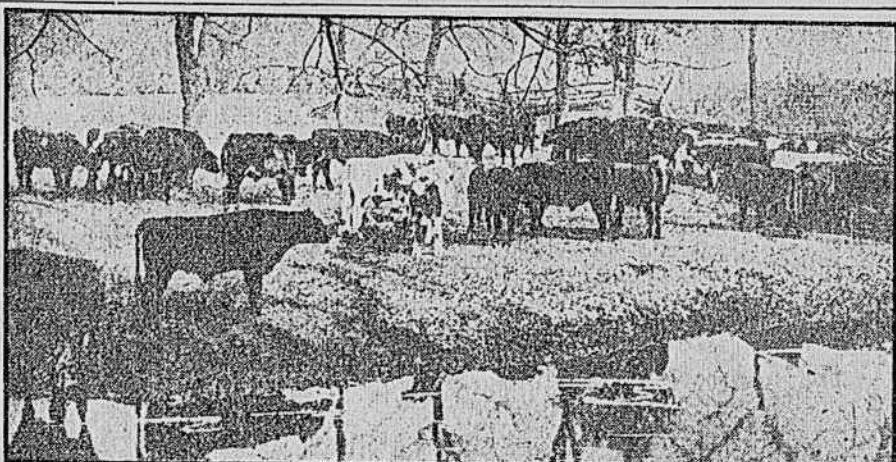
The Times INDUSTRIAL SECTION Dispatch

RICHMOND, VA., SUNDAY, MAY 21, 1911.

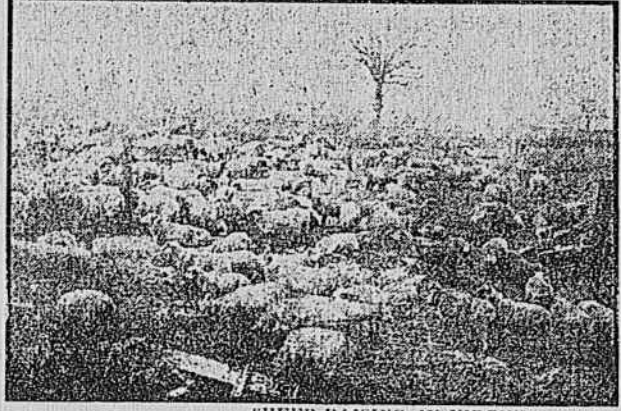
MAKING THINGS TO EAT, AT HOME



THE HOMINY.



READY FOR MARKET.



SHEEP RAISING IN VIRGINIA.



A VIRGINIA HOG PEN.

TOBACCO MARKET TAKES LONG REST

Loose Leaf All Marketed—The Package Dealers Are Doing Some Business.

The tobacco season is rapidly petering out; in fact, so far as the sales of the loose leaf weed are concerned it has about frazzled out already. The sales in Richmond warehouses for the past week took up only about two hours of two days, Tuesday and Friday, and if the buyers and the sellers had anything else to do for the time being they would have out those two hours down much more than half. In all, less than 125,000 pounds of the loose leaf were sold. Such as was offered was good stock and the buyers did not let a pile of it go begging. But there was so little to be offered the buyers could not very well get interested. Like reports come from pretty much all of the interior markets.

The package dealers, and they are always very reticent, say they are also having dull business, but on the side a Times-Dispatch man learns that some big round lots of wrappers packed in the South Carolina and Eastern States have been changed hands during the past week.

Anyhow from now on until the new crop shows up the most of the local business will be in the hands of the package dealers.

Danville Tobacco Report.

Danville, Va., May 28.—There is now no tobacco in the hands of the farmers to amount to anything. The sales at the warehouse for the week took up a total of very meagre proportions.

The weather recently has been good for the tobacco plant, and the first good rain the plants will be set in earnest. Practically no planting has been done in the South Carolina and Eastern States, and in readiness waiting for the necessary rain. Plants are plentiful and healthy, and the harvest is expected to be good.

There is much complaint of the condition of the unusually small crop that has been planted in the South Carolina and Eastern States, and the hot, dry weather has done so much damage that in some instances the plants are plowed up and the land planted in cotton.

The usual disease incident to the present season of the year prevails in all lines of the leaf trade, and very little business is being done in redried tobaccos. Conditions are such that the holders of the stocks of available leaf are encouraged in their ideas of advanced prices and in feeling quite comfortable over the situation.

Lynchburg Tobacco Market.

Lynchburg, Va., May 19.—John D. Oglesby, of the Lynchburg Tobacco Warehouse Company (Inc.), makes the following report of tobacco sold on the Lynchburg market: Sold this week ending May 19, 1911, 1,500 pounds; sold this week ending May 19, 1910, 1,500 pounds; sold from September 1, 1909, to May 15, 1910, 1,500 pounds.

Receipts were again very light this week, but prices on all grades were strong and active with quotations unchanged from last week.

As the crop of tobacco will be sold by July 1 the Lynchburg Tobacco Association has decided to suspend sales during the months of July and August, so there will be no sales at the Lynchburg market from June 30 to September.



BEEF CATTLE RAISED IN VIRGINIA.

VIEWS AND NEAR VIEWS, HINTS AND SUGGESTIONS

Good Man Goes Hence—Great Opening for Vir- ginia Creameries—Hampton Roads to Cut- do Cardiff—The Blessed Mountain Shed and What It May Do.

BY FRANK S. WOODSON,
Industrial Editor.

Thomas C. Karnes, a man who has done much in the way of developing Southern interests, especially agricultural interests, died in a sanatorium in Orlando, Florida, two weeks ago. Mr. Karnes did good practical work, and he was a graceful writer, who pictured that practical work in a number of agricultural journals of the South, and was a sometimes contributor to the Industrial Section of The Times-Dispatch. His special theme was the dairy subject, and in various journals he tried to teach the people how to make the Southern dairy business a success. Mr. Karnes wrote more for the love of the work he sought to advance than for the pay he got out of his labors, for, as a matter of fact, he got very little pay. He did his very best to advance the interest of the Southern folks who have ventured in the dairy business. True, he ran a dairy of his own, but it was demonstrative and but little profitable. He tried to do the piece for the enlightenment of others. In this respect he accomplished much. His body was laid to rest last week in Knoxville, Tenn., his home town.

Creameries and Creameries.

The Times-Dispatch has taken but little if any stock in these "machines," encouraged creameries in Virginia. In fact, it has discouraged them. It has, however, in a number of cases shown how by good business management creameries have been made to pay in Virginia. The Farmville Creamery is a shining example. The Burkeville Creamery got a black eye at one time, but some wide-awake men there took hold of it and they are pulling it through, and it, too, is an example of good things.

There is room in Virginia for many other creameries. In this connection a news item which I clip from a Western Journal may be interesting. Here is the item:

"The thirty-ninth annual report of the Elgin Board of Trade shows the average price of butter for 1910 to 1911 reached the highest in twenty-nine years, being 29.5 cents per pound."

This, mind you, was the wholesale price to the first handler of the goods. By the time that Elgin butter (and, of course, I am talking about Elgin, Illinois) reached the nearby consumer the figures and the cost had gone up to about 35 cents per pound, and by the time it got to Richmond—and many pounds of Elgin butter are consumed in Richmond—the figures had gotten up to about 38 to 40 cents per pound. I know whereof I speak. I have tried the Farmville butter and the Burkeville butter, and, being a judge of butter, I stand to say that the Virginia stuff is superior to the Elgin product. Now, the point I am trying to make is this: If Farmville and Burkeville can make butter in their creameries that is just as good and even superior

to that of Western creameries, and yet can't make a fifth part of what is needed right here at home, why should not other Virginia towns and localities get busy in the butter-making business and supply the home demand? There is no better land on earth for paying creameries than that of old Virginia. That land will feed the cows all right and provide all the other necessary things. There are great things in the creamery business in Virginia if the Virginia folks will just catch on to how to utilize them.

Virginia Coal Ports.

I am taking the following bodily from a Middle West journal. It speaks for itself.

The Chesapeake and Ohio, Norfolk and Western and the Virginian roads are planning to make Hampton Roads the greatest coal port in the world, taking supremacy from Cardiff, Wales, which has been in the van for over a century. Last year between 13,000,000 and 15,000,000 tons of hard and soft coals in the European and Pan-American markets. The Guggenheim interests are said to be behind the movement. Selling agents will be stationed in Europe, and will act jointly for the big coal miners of the Norfolk district. The roads will also place a fleet of coasting vessels in commission, sailing under the American flag, and carrying coal into the markets now reached by the Welsh mines.

From Hampton Roads approximately 500,000 tons of coal are transported on vessels to Panama. Last year the coal shipments were divided, but this year, according to the agreement signed April 1 last, all coal destined for Panama must now be dumped at the Sewell's Point and Lambert's Point piers. Nearly all of the coal used by the Atlantic fleet is loaded at Hampton Roads on naval colliers, and taken by them out to sea for the battleships.

The Norfolk and Western coal reports for 1910 show that its black diamond traffic was the greatest in its history, and so far this year the traffic exceeds that of last year. April, 1910, holds the record, 448,000 tons being dumped that month. This year, up to May 1, 1,353,595 tons have been handled through the chutes at Lambert's Point, while at Newport News the tonnage for four months was 1,269,278. The Virginian tonnage figures for the first four months of 1911 are not available at the present time, but that is just as good and even superior

(Continued From Third Page.)

SCHOOL HOMES IN THE GREAT SOUTH

Scheme for the Comfort of Coun- try School Teachers That's Worth Considering.

GOOD WORK BY ONE GOOD MAN

The Quiet Superintendent of County Schools Has Set a Fine Example.

A good woman who has done and is doing a good work in the South Atlantic States in the way of educational and industrial development told me a few months ago about a man down in Richmond county, South Carolina, who, in his work as a leader in popular education, had solved some problems that have long time stood in the way of Southern educational and industrial development. She thought his work in making homes in his own domain for school teachers was worthy of emulation in Virginia and in all other Southern States. I asked her to write something about this man and his good work for publication in the Industrial Section, to the end that Virginia educators and industrial developers may learn a thing or two. She promised to do so, and she has kept her promise. The story she writes is interesting, and it is submitted below for the instruction and guidance of Virginia educators and industrial developers.

Who is the superintendent of the Richmond county schools, down in South Carolina? Why, S. M. Clarkson, a South Carolinian of South Carolina, and bearing in himself all the softness and gentleness characteristic of his race, yet having that fire and fearlessness which have marked his people for generations, the same which made a Calhoun and a Hampton great.

For a man who has done his work so well, Mr. Clarkson is modest to a fault, never giving his achievements to the press, nor considering his position as supervisor of schools as anything but a great and sacred opportunity for social and industrial betterment work.

Doing his best in consecrated service to the children of Richmond county, every day he can be seen in his little automobile, traveling as a physician, administering to the educational ailments of each district with the skill of a specialist.

Arts Like a Doctor.

Saturday in his office is consultation day, where many a lame and halt patron is pulled and splinted into shape for usefulness, and many of the deaf and blind are made to hear and see.

For a man in all the South has worked more faithfully for the future men and women of his State than has Mr. Clarkson, and no county ranks higher in schools and school improvement work than that of Richmond.

The Environment.

Richmond county lies along the banks of the Congaree River, the city of Columbia is situated within its borders, and when one reflects upon the dreiful days of Sherman's march and the trying times of Reconstruction, a feeling of amazement comes, in contemplation of how a people could have so rapidly regained themselves.

In this county stands the largest cotton mill in the world—the Olympia Mills—and near this is a commodious modern brick school building, which gives courses of study to suit the environment of the children in attendance. Mr. Clarkson has been superintendent of his county four years, and in that time has improved or replaced every school building under his supervision, forty-one in all.

He has carefully looked after the heating, lighting and ventilation of these buildings, and given the one-room schools and handsome brick buildings the same attention in these important matters.

Looks Out for Teachers.

In his work for children, he has not forgotten the teachers. Recognizing

(Continued on Sixth Page.)

Financial,
Manufacturing,
Real Estate.

PRICE FIVE CENTS.

REAL ESTATE AND BUILDING NEWS

Hot Weather and Spec-
ulation; Good Business
for a Torrid Week.

STILL KICKING AGAINST BAD LAW

Man Who Talks Out in Meeting
Against Virginia's Unjust Tax
Requirements—Some Com-
parative Figures—Much
Business for a Hot
Spell.

There is a marked difference of opinion among the real estate agents concerning the business in realty for the past week. Just to illustrate: One agent butts up against the reportorial interrogation point with this remark: "Dull, dull as a free; nothing doing." This agent was at one time a slave getter away yonder in Hanover county, or some other county, and that may account for his illustration, "dull as a free." Anyhow, he had no sales to report. Thirty or more other agents were in the same condition.

On the other hand, another agent, whose office is around on Eleventh Street, said it was a good week, and there was lots of business. Being pressed for particulars, he finally admitted that much of the goodness of the business was prospective. He confessed that his actual reportable sales had been rather slim, but he claimed that inquiry was immense and the outlook was enormous.

Still another agent smiled broadly as he recounted a trade that footed up more than \$50,000. Another said business was as good as he could expect it to be with the thermometer standing not far under 100 in the shade. The men who had auction sales to pull off had no complaints to make of weather conditions, and they reported all of the public sales well attended, the bidding spirited, and in most cases sales effected at satisfactory prices.

As They Are Summed Up.

Altogether, the sales—private, public and on the swapping order—footed up more than \$500,000. Of course, a goodly number of these transactions were on the swapping and trading order, and all the trading was done in speculative order, and in every single case the court clerks and the notaries and the other officials who take in exorbitant fees did not get in on the home stretch, or any other stretch, but the trading was going on all the same.

Much of this trading was done away down on East Main Street below Fifteenth Street. That part of the city seems to have loomed up considerably in recent days. Not that interest in Broad Street and Grace Street is diminishing, for it is not, but the speculation and the traders have found that there is something new, something coming down below Fifteenth Street, where Main and Franklin and some other streets butt in, down in the industrial section of the town.

Counting investments, speculations and prospective building propositions, and all the trading was done, and so far this month of May has proven to be something of a record breaker, not only in the matter of high temperature, but in the number of real estate transactions reported.

The books of the real estate "Kiosk" at the City Hall, presided over by a prince among court clerks, whose name is Charlie Seville, shows thus far during the month between 400 and 500 deeds admitted to record, with a "rising temperature" and promise of more to come.

With every deed that was recorded the army of kickers which was started to kicking several months ago through these columns on the obnoxious ad valorem tax, gained an ardent recruit. These exact numbers ranged all the way from \$1 to \$118 in each individual case. One Broad Street man, who already pays thousands of dollars into the coffers of the State and city, groaned under an exaction of \$118 he had to pay on his deed; and a Main Street merchant, who pays equally as large an amount annually, groaned to the tune of \$40, and another, \$25, and all the way down the list, each man being called upon to "stand and deliver" something that no other State in the Union, with one exception, in-poses on its citizens.

Why," said Mr. LeRoy Brown, who first brought this matter to public attention, "if the aggregate figures of the sales recorded last year be correct, of which I have no doubt, should the citizens of Richmond alone be mulcted in the sum of over \$55,000 for this unjust tax?"

How Brown Talks.

"The little tempest in the teapot that was enacted in Boston a century or so ago was from far less cause, and the late Spanish War tax is not in it with the tax. Just to illustrate how the people of Richmond are suffering compared with other cities, I will cite just this incident that happened last week. A client of ours transferred his operations to Washington, and purchased there a place of property for \$75,000, and he informs me the cost of recording his paying bills is \$1; the examination of title cost him only \$10, and for the additional sum of 50 cents the clerk of the court gave him guaranteed certificate that no taxes of whatever nature existed against the property; also that no pipe connections sewer or paving bills or any assessment of any nature whatever from time immemorial down to the present time stood against the property."

"Just think of this," continued Mr. Brown, "and think how hours of our valuable time is consumed in the City Hall just to find out these things for one year."

The cost of a similar transaction in Richmond would have been as follows: For recording (ad valorem tax) \$75.00

(Continued on Sixth Page.)